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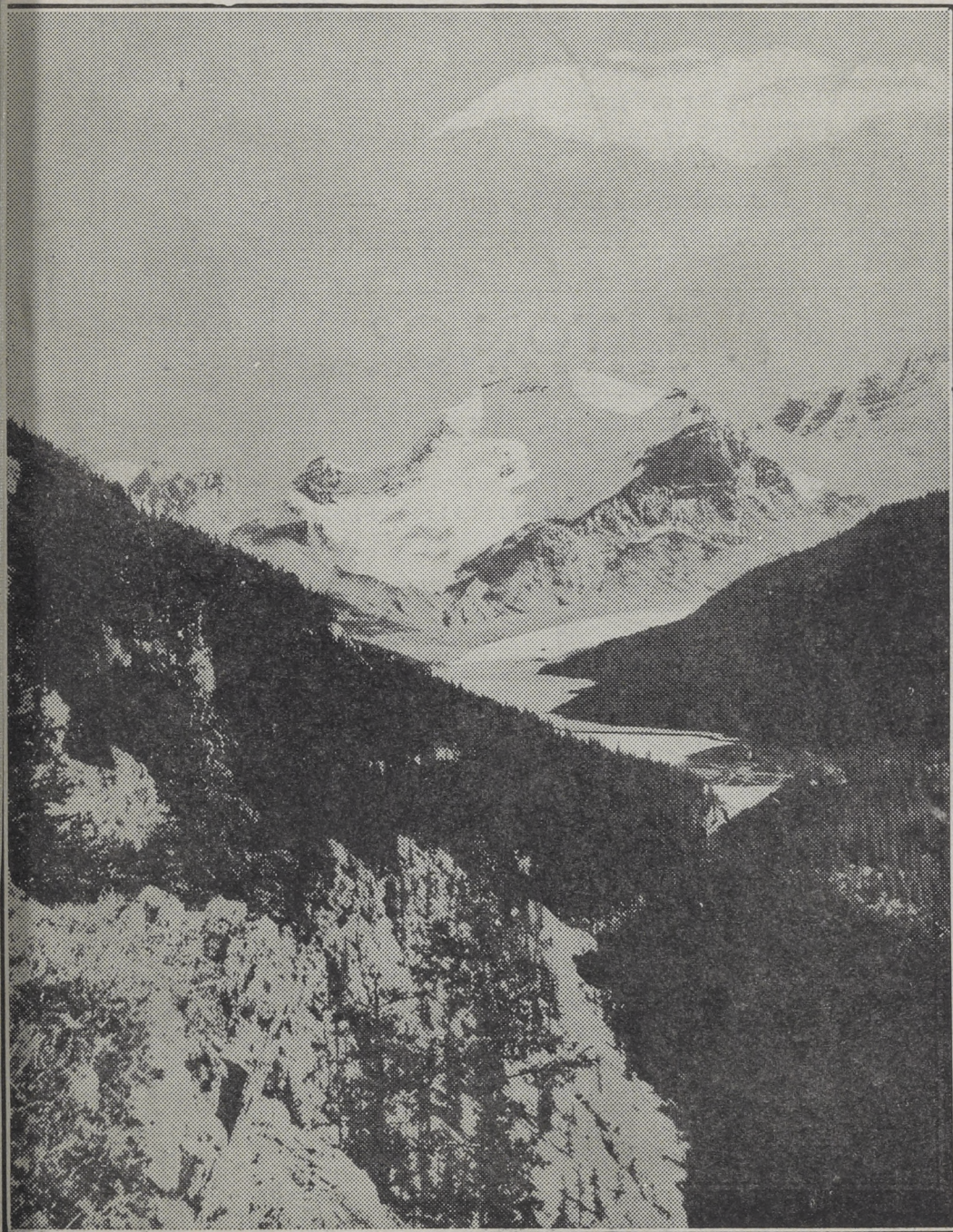
EDMONTON, ALBERTA

*A monthly Devoted to Northern Mining Development in the Yellowknife,
Great Bear and Great Slave Lakes, Goldfields, Alberta, and Northern B.C.,
the Tourist and Game Hunting Attraction of Alberta.*

Vol. IX
No. 8

Sept., Oct.
1941

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SAYS THE MINER...

With a great roar of the "press trumpets", the daily news "yes men" give great prominence to the fact that the Alberta Government has made more "profit" from Liquor, automobiles and gas than in any other year of its or any other government's reign in the short life of Alberta governments.

* * *

It puts one in mind, as an Edmonton taxpayer, of the pictures the local press use to run of the Mayor signing a million or more bearer bonds before issue to financial houses, as an illustration of Edmonton's growing importance and prosperity.

* * *

Cutting out the newspaper "bull" in connection with increased liquor and other so called profits, why does not our friend Hon. Wm. Aberhart and his government state that such profits are no more than added tax burdens. When a monopoly states it has made exorbitant profits—if it is a private one—the Government custom is to step in and grab 'em.

* * *

One has only to go into a beerhall today, to see the result of this "efficient government control of beer". When beer was sold over the business counter in the ordinary way, 10 oz. cost 10c. Today the 10 oz. glass has faded to a 6 oz. one costing the same. As a wag remarked "two sips and away goes 10c".

* * *

After the Alberta Government took over the sale of beer from the distributors, one of its first improvements was to add 10% to the consumer cost for the aid of relief. This was stamped on the customer's bill. No one objected, but many wonder, just exactly how this money was delivered to the relief recipient. Did he get "beer". It is suggested that the Alberta Government now gets another stamp, "All profits derived from the Liquor business will be applied to buying Spitfires". Why not? It would only mean a few less employees at Government headquarters, a few less Treasury bank officials, a few less social credit commissions, and what a benefit it would be to the fellow anxious to contribute his share to the war effort if he knew that when he gave the Government an extra dollar for "liquor profit" it helped buy another Spitfire, instead of providing another job for a friend of the party. Think it over.

* * *

In the meantime the oil industry of Alberta wants to produce more oil and cannot because of Government restriction and many other lines of industry also suffer from too much Government "supervision". "Just prices" have a lot to answer for as illustrated by the Alberta Government.

CANADA HAS PLENTY OF COPPER IN THE GROUND

This interesting article from North West Mining News clearly shows the importance of copper production to the war effort. Canada is an important producer of copper ores, but, as pointed out in the article, copper ores have to be mined, financed and transported, a task which takes time, before use.

There is lots of copper in the world, but it may soon be the most scarce metal in the United States.

The shortage of copper, in some respects more serious than the shortage of iron and steel, does not result from a lack of ample, unmined reserves in the United States and other parts of the world. The shortage results from the combined difficulty of financing, mining and transporting the copper.

For example, it is estimated that the British mines in northern Rhodesia have reserves of over 20,000,000 tons, enough to supply all of the military and semi military needs of the United States, Great Britain and Soviet Russia for half a century at least. Yet these mines, together with rich supplies from the Belgian Congo and Canada, are not supplying enough copper to fill the British needs alone, and the U. S. hard pressed by the demands of its own defense program, must export large quantities of copper and brass to England and Russia.

Copper is about 70 per cent of the brass in the casing of an artillery shell. In 1942, the ammunition industry alone will consume perhaps half a million tons of copper, almost a third of the total output of the U.S. and Latin America combined. In 1935, this country used only 574,000 tons of copper for all uses, only 13,700 tons for ammunition.

September Supply Situation

Here's the way the supply situation shapes up this month, according to estimates of the Office of Production Management:

For September, 1941: Supply, 131,500 tons of copper; demand, 140,000 tons counting only those orders with an "A" priority; deficit, 8,500 tons. Adding "non-essential" civilian demands would increase this deficit to perhaps 50,000 tons.

This is worse than the preliminary estimates for 1941 supply and demand

had led the OPM officials to expect. That's why they put little faith in the estimates made so far for 1942. But, on the basis of these "unreliable" figures, this is how next years' copper situation should appear:

Supply

1,800,000 tons. This much will be had only if the Maritime Commission can average over 40,000 tons a month from Latin America, not yet achieved. Only if the new Phelps Dodge mine in Arizona lives up to expectations of 75,000 tons a year, and only if some way can be found to add another 75,000 or 85,000 tons supply from other U. S. mines.

Demand

For Army, Navy and "foreign commitments", 600,000 tons (probably far short of actual needs, officials say); for "essential services" like public utilities, 400,000 tons, and for "non-essential" civilian uses, 880,000 tons. These demands do not include shipments to China or Russia. The Lease-Lend Administration recently upset the applecart with a 5,000-ton shipment to China for ammunition manufacture. Supplies are already being accumulated to meet expected demands from the Soviet.

Deficit

Only 80,000 tons, according to this estimate, but probably much, much more, the metals experts believe.

In general, the defense officials in OPM, OPA and RFC are tackling this problem from four directions:

1. Elimination of some civilian uses.
2. Increased output of "high cost" copper in the U. S., financed either by a Government subsidy or bonus or by general increase in the copper price ceiling.
3. Increased output from the Belgian Congo and northern Rhodesia for shipment to England in order to eliminate the necessity

of shipments from the U. S. to England of between 3,000 and 4,000 tons a month, not counting brass or ammunition.

4. Increased use of copper and brass "tailings" in the U.S.

Uses Which Will be Curtailed

Elimination of civilian uses will mean: Cast iron instead of copper or brass pipe; no more brass door knobs or copper screws; no more copper for coffins; wooden leaders and rainspout on houses; no more copper roofing materials or weather stripping—tar paper, felt and shingles are good enough during war time. The OPM already has told the Army to put wooden rainspouts on its barracks. Officials point to copper and brass trimming on OPM and OPA furniture and doors as examples of waste that must be eliminated.

Financing is needed to increase production. Most of the metals experts believe that the major U.S. producers can increase their own production somewhat without an increase in prices. Some industry representatives,

opposing the idea of reopening high cost deposits, have said the same thing. But defense officials suspect the major producers of being too much concerned with their position after the war from the expanded production, most of them look for some sort of subsidization to bring the high cost deposits in Michigan, Montana and Arizona into operation.

RUTH CLAIMS TO HAVE MILL

It is stated that a mill for the treating of tungsten ores is to be established by Consolidated Mining and Smelting Company on the Ruth Claims in the Beaulieu River district adjacent to Great Slave Lake. It is stated also that at least 200 veins indicating tungsten ores have been discovered in the Beaulieu River area. The first discovery was made by A. M. Mitchell on the Dot and Eva claims, where samples of scheelite ores have been obtained carrying, by Ottawa test, nearly 9% tungsten. These properties are now being prospected and opened up by the A. M. Syndicate of Edmonton.

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GOVERNMENT GEOLOGIST MAKES RICH FIND

A find of free gold in places extending, as traced, over 40 feet and averaging 24" wide is stated to have been made by Dr. A. W. Joliffe, Dominion Government Geologist on the Beulah Group in the Upper Yellowknife zone. The claims on which the find was made are owned by N.W.T. Gold Limited an Edmonton mining company. Officials of N.W.T. Gold confirmed the story, stating that it has now been examined by the company's engineer Mr. W. McDonald. They also state that the company for the present intend to continue the development work recommended by its Engineer on the Ned Group following out a set plan of development as laid down by Mr. McDonald, who has many years of experience in preliminary development work. He was formerly with the Consolidated on exploratory work in the Yellowknife. They also add that the new find will be thoroughly tested as early as possible.

NERO FIDDED

It is rather difficult to understand the minds of the officers operating the Department of Mines and Resources as depicted in the Canadian Resources Bulletin sent out by the Department in the hope of getting some free newspaper space from various struggling publications. One dated September describes the following most important "development": "Beaver Sanctuary Established", "Autumn in Parks attracts Tourists", "Fort Gasperau", "Black Bass progressing in Prince Albert Park". Excellent peace time propaganda many will agree but in wartime its piffle. Surely descriptions of Canada's war effort, especially as regards more mineral and other raw material development would be better food for an anxious public than the fact that the beavers now have a new home—a few more tin lizzies visited the parks—An old Fort has been rediscovered and Black Bass like the worms in Prince Albert Park. How about it Ottawa?

GRAVEL FOR PEACE RIVER ROADS

Considerable comment is being made these days on the lack of gravel on the Peace River Highway. However this comment has been going on for so many years as to make it almost seem customary for all travelling this major road to the North to take a slam at its condition.

As a matter of fact the Peace River highway is excellent in spots, but those spots are connected up by many miles of gumbo trails which in wet weather effectually act as good boosters for the rails and air companies.

Naturally where there is complaint there must be a reason for it and surely the Government of Alberta realizes that when it takes gasoline and other taxes from some 70,000 people who reside in the Peace, those people are entitled to at least a little gravel on their one and only road south to industrial Alberta.

With the Alaska Highway looming into shape, and with our Alberta minister of Public Works claiming that "he is the father" of the idea that the Alaska Highway should run across the Prairies, it should be good business to see that when American engineers come across the line to survey the Prairie route they do not run into "bad roads" in Alberta, for our Government propagandists have always insisted when inviting tourists to come over and be "entertained" that Alberta has good roads. However many people say the Peace River highway is a joke as a highway. It may be in bad weather. A little gravel judiciously placed would cure this condition.

Peace River people have paid for a Highway many times over in taxation, and surely The Minister of Highways knows this.

It is stated that the highway north of Grimshaw is now being gravelled as far as the Third Battle River. It is also stated that the remainder as far as Great Slave Lake is to be brought up to main highway standard with the aid of the Defence Board. It is therefore all the more important that the existing non gravelled gaps on the Peace River - Edmonton section be attended to next year.

THOMPSON LUNDMARK POURS FIRST BRICK

Another milestone was passed in increased Yellowknife gold production when the Thompson Lundmark Mill poured its first gold brick. Like the Con, The Negus and the Rycon, it is now in production thus implementing the assertion that the Yellowknife is well on the way to becoming one of the leading gold camps in Canada

ALASKA HIGHWAY IS BEING CONSIDERED

Notwithstanding the report recently brought back in the form of a "Message from Garcia" by the Grant, Mackenzie delegation to Ottawa, sent by the United States-Canada Prairie Highway Association, it is stated that the Joint Defence Board had the matter under consideration at its September meeting. This information came from the States, and is now corroborated by one of the delegates, Mr. Grant, who recently phoned saying that it was being considered, although the month before, his report stated, "The Defence Board was not interested". However, there is no doubt a chance of the Prairies now getting action, especially as before the end of October the B.C. election will be a thing of the past, with perhaps a Liberal Government once again firmly entrenched in B.C. But, what many would like to know is why Ottawa, as reported by the delegates was so indefinite a month ago as compared with today.

STRATEGIC MINERALS

A great hunt is now being carried on in the United States for a new source of supply of strategic minerals for war purposes. Hundreds of prospectors are at work looking for new untapped sources of supply in order to lessen the dependency of the United States on outside sources of supply of the needed metals. In Canada, the mineral control board has not yet awakened to the fact that the prospector is a most important individual

today. It is on his shoulders that the burden is placed to get out and discover new mineral areas, and it is upon the shoulders of the mineral control board that the duty rests to see that he is properly aided in his search. In the United States, anyone making a find of new mineral ground can get, with proper investigations by the Government, loans to carry out development of the same. Canada should follow this plan. There are many prospectors idle or engaged in non productive work at the present time, who, with a little encouragement would be back in the hills where they belong. Canada owes its present mineral producing areas to the prospector. It must rely upon him to replace already depleted mineral reserves.

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SPITZBERGEN ISLANDS

Spitzbergen Islands have been invaded by Canadian troops. "Total War and Defence" Bulletin, as far as we know, is the only Canadian publication which drew attention to the importance of these Islands and "scooped" all other publications in Canada by four months. In Bulletin No. 5 of May 15, which was mailed to all members of the House of Commons, the Department of Defence and various organizations throughout Canada. "Total War and Defence" made the following statement:

"Spitzbergen: From a strategic standpoint, note that the Islands are only 800 miles from Canadian territory, 1600 miles from Canadian mainland, and northern flying constitutes no problem today. They lie 370 miles due north of Norway; total area is 24,299 square miles; population, 2700 important whaling centre; estimated coal resources of 9,000,000,000 tons; six mines operating there in 1938 ex-

ported 606,000 tons; large iron ore, and gypsum deposits; indications of oil, all of which are very useful to Germany at this time. Watch the 'back door'."

Spitzbergen has been used on many occasions as a "hop-off" point for Arctic flying expeditions. It would serve the enemy equally well in an invasion of Northern Canada as this route would be far removed from military bases on Iceland and Greenland. Again it is urged that main military defence bases be established at Churchill and Aklavik.

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CANADIAN INSTITUTE OF MINING AND METALLURGY HOLDS ANNUAL MEETING IN EDMONTON

An illustration of the growing importance of Edmonton as a mining centre was the holding of the twenty third annual western meeting of the Canadian Institute of Mining and Metallurgy in Edmonton.

This meeting, well attended by mining men from all over Canada was held October 1st to 3rd. The program was interesting, especially the amount of time delegates attending the Convention expended on the coal and oil problems of Alberta. Both these subjects have a great bearing on the industrial progress of Alberta, and both need a lot of attention before anyone can say full justice is being given the same.

The coal problem is one of transportation only—the markets in the East and middle west are ready to absorb all the coal that Alberta can produce, if and when freight rates fit in with a competitive price. In order to get that adjustment, it is about time that other steps than those followed at present be taken to convince the two railways that whilst dividends may be of first order, the welfare of the consumer ranks even before those dividends. How to do it? Simple, if politics and individual interests are put on one side. One railway is nationally owned and it can furnish the competition, if and when it will. The people should say the time is now.

The oil problem is also one that requires much study. Gas is being rationed at the present time. Yet Alberta and the North West Territories is one vast undeveloped oil field. Everyone knows that, yet, as an American engineer once remarked, "We talk oil in abundance, yet import gasoline to wash our greasy fingers." The oil situation is a simple one as regards Alberta, if company and other interested interests step out of the picture. The oil is there, it can be produced, many people are willing to speculate in drilling, but none will

start as long as there is so much government regulation on the plea that gas must be conserved. A prominent official of Imperial Oil stated as far back as 1922, "Alberta and the North West Territories are the future oil reservoirs of the Empire." Granted he was correct—now is the time to tap those reservoirs. The Empire's war needs brook no delay. Six months is all the time wanted to put down a well. The money is there to do it provided too much government interference, in many cases with the large oil companies pulling the political strings is not allowed to gum up the works. We elect people to run affairs by popular vote. When elected we imagine the man elected must be a super man capable of running any kind of business, and, sad to relate, very often the man elected thinks he can. A government in business is the saddest illustration of inefficiency that can be produced. Alberta is suffering today, from the effect of having elected an Utopian Government of very ordinary men who today think they can handle, finance, agriculture, mining industry wages, consumer interest and everything else. People no doubt are willing to carry on suffering from the same. Maybe they will really complain when these people, having regimented every other business, will see whether they cannot regulate "Increase in population and other private matters.

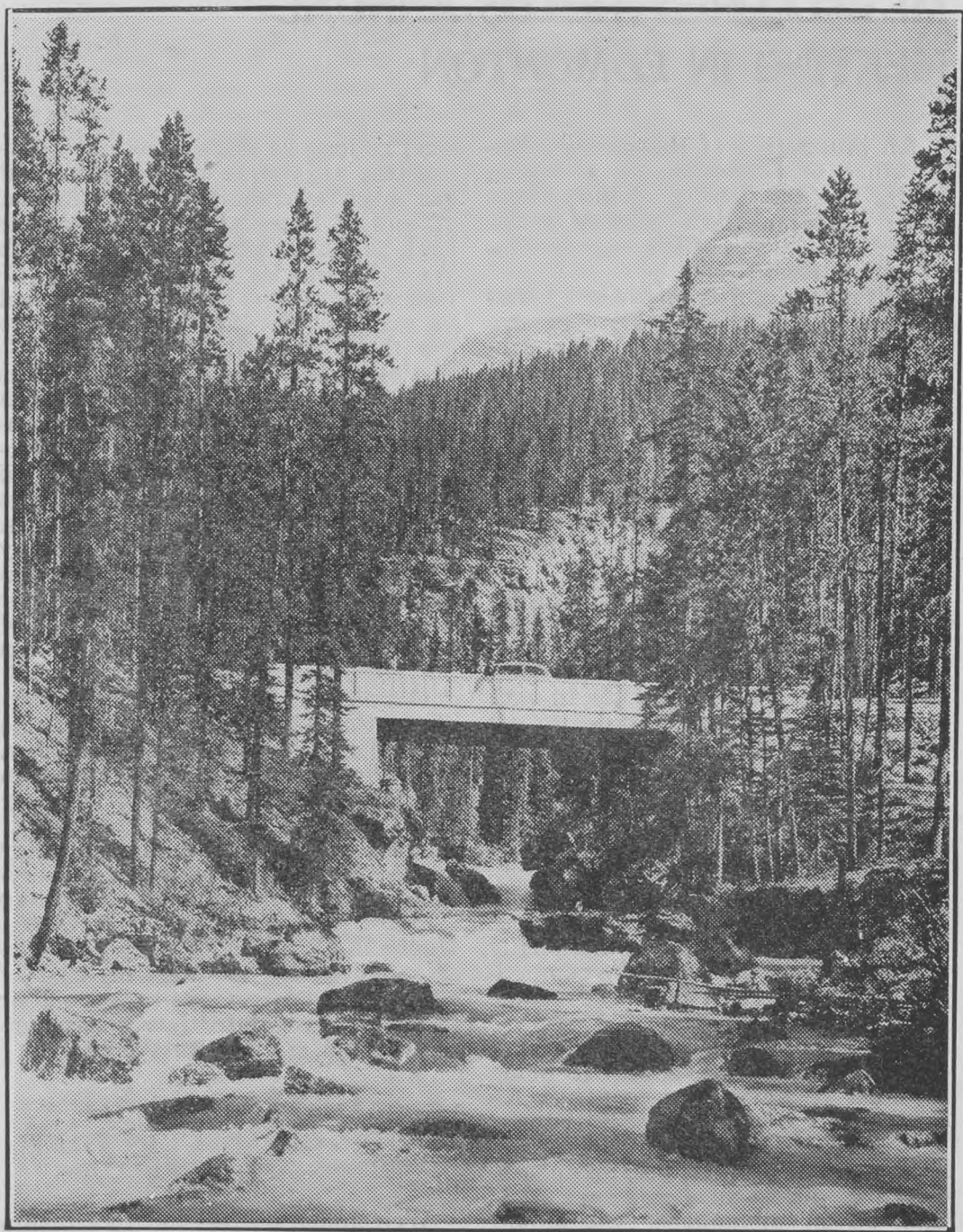
PROGRAM OF 23rd ANNUAL MEETING CANADIAN INSTITUTE OF MINING AND METALLURGY

Welcoming address by His worship Mayor J. W. Fry. The Hon. N. E. Tanner, Minister of Mines for Alberta.

Presidential Address by Prof. W. G. McBride.

A Review of Mining Progress by Provincial Representatives.

"Operations of the War Time Bur-



SCENIC JASPER PARK

eau of Technical Personnel," by E. M. Little.

"Ontario as a Possible Market for Alberta Coal," by H. Stutchbury.

Session on Fuel Policy and Coal Problems, with Coal Executives, Federal Government, and Railway Fuel Departments in attendance.

"Caving Replaces Open Pit Asbestos Mining at Thetford," by W. J. Johnson, (Lantern Slides).

"Mining Methods, Monarch Mine, Field, B. C., by J. D. Galloway, (Colored Lantern Slides).

"South Main Shaft at Flin Flon," by J. P. Caulfield and E. Bachman, (Lantern Slides).

"The Detection and Prevention of Early Plumbism", by Kurt Raht, (Ill.)

"The Industrial Processing of Western Canadian Fire Clays," by W. G. Worcester, (Motion Films).

"The Drilling and Completion of Oil and Gas Wells in Alberta," by D. P. Goodall and G. Connell.

"Fuel Investigations of the Research Council of Alberta," by W. A. Lang, (Lantern Slides).

"Structural Problems in the Foot-hills of Central Alberta." by B. R. MacKay.

"Duck-bill Loaders," by W. Wilson.

"Practical Experience in Briquetting Bituminous Coal," by John Shanks

"Some Improvements in Coal Preparation at the Western Canadian Colliers, Limited," by J. A. Brusset, (Lantern Slides).

"Steel Timbering at Greenhill Mine," by H. Blake, (Lantern Slides).

"Cardox," by T. Smith.

"Lower Level Operations in a Thick Steep Pitching Seam," by N. Melnyk, (Lantern Slides).

"Development by Rock Tunnelling at International Coleman," by J. J. McIntyre.

"Nova Scotia Resources—Development," by Dr. A. E. Cameron, Presented by Prof. N. C. Pitcher.

Alberta Sponsors of the Convention Were:

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WASTE EFFORT CAN BE CUT

1940 census of United States shows that there is a retail food store for every 62 families; which would work out to about one employee in a retail food store to every 15 to 17 families. There is one filling station for every 128 cars; which would mean about one employee for every 25 to 30 cars. The proportion is most probably the same in Canada. During war-time this obviously presents a tremendous waste of manpower to maintain a type of service no longer essential to the war effort. Consolidated distribution centres would release four-fifths of these employees for necessary war and defence work. This applies to every phase of the retail trade.

A REPRESENTATIVE NOW

Over a year ago a letter was received by the Nor West Miner from the Chief Electoral officer of Canada stating that if and when a census was held in this year of grace, the question of giving North representation in the parliament at Ottawa would receive consideration. The census has come and gone. Ottawa by this time should know exactly how many people who they tax are entitled to a vote in the N. W. Territories, so perhaps it is in order for the North to insist that speedy action is taken to see that they

have a right to vote at the next Dominion election.

CANADA'S OIL PRODUCTION

Canada's production of crude petroleum and natural gasoline in the first five months of 1941 totalled 4,054,969 barrels as against 3,023,931 barrels in the corresponding period of 1940.



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THE YELLOWKNIFE PRESERVE

At Yellowknife, the custom is for its residents to watch the caribou pass their door during the winter months and their mouths water as they visualize a nice fresh caribou steak obtained with a single cartridge, instead of having to go over to the cold storage plant for a cut of frozen beef. They live on a Preserve, so cannot shoot the game that passes by. Instead they have to rely upon the Indian to do the shooting for them and of course he demands his price. Recently residents of this coming mining camp petitioned the N. W. T. Council for permission to be allowed to shoot over 250 square miles of this preserve, which contains an area of something like half a million square miles. They were turned down flatly on the ground that the Indian must be protected. He sure is.

THE ALASKA HIGHWAY

An excerpt from a letter received from a western M. P. who was criticized for misplaced or lack of action concerning getting Ottawa to see the importance of the Alaska Highway truly carries out the idea that the political vote aspect still governs many of our elected representatives. This gentleman says:

"I will not tie myself up with any particular route. I have good reason to know the dangers that that involves I am primarily interested in the whole of the Peace River country and I want to see the Alaska Highway serve this territory to the best advantage."

As far as it is known he has never been asked to tie himself to any particular route unless a prairie route for the Alaska Highway is a particular route. The fact remains that the reason why the west suffers many a setback at Ottawa is because our representatives keep one eye on the ballot box and shut the other one. The most remarkable part of it is many of them think they are fooling the voters—they aint

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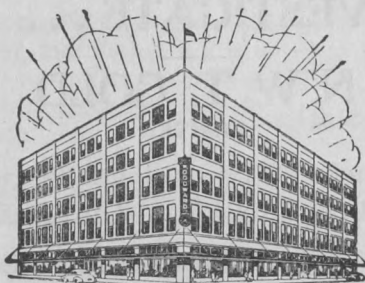
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HISTORY OF MINING IN THE N. W. T.

Extract from Memoir No. 230 published by Geological Survey, Ottawa. This information only goes up to the end of 1939. Since then the Thompson Lundmark, and Ptarmigan Mines are now producing. Outpost Island property and the Giant are under steady development, together with several other promising properties. In addition a hydro power system has also been completed. Mills are now located at the Con Mine. The Negus, the Thompson Lundmark and the Ptarmigan. The Con Mill has been stepped up to 350 ton daily capacity.

A little prospecting was done along the Mackenzie River system by prospectors en route to Yukon after the discovery of gold on the Klondike in 1896. Several well-known Canadian mining companies prospected near the Great Slave and Great Bear Lakes in 1928-29 without much success. In 1930 silver and pitchblende were discovered by Gilbert LaBine on the east shore of Great Bear Lake. In 1932 there were between 200 and 300 men in Great Bear Lake area and many of these were prospectors. Between 2500 and 3000 claims were recorded up to the end of the year. Considerable prospecting was done near Great Bear Lake in 1933, but between 1936 and 1939 most prospecting was done between Great Slave Lake and Indin Lake, and very little prospecting was done near Great Bear Lake. In 1938 about 3,500 claims were recorded between Indin Lake and Great Slave Lake and probably there were between 300 and 400 prospectors in the region during the summer. In 1939 about 1400 claims were recorded in the area and about 125 men prospected during the summer. At the end of 1939 there were about 7,700 claims in good standing in Northwest Territories and about 5,000 of these were between Great Slave and Indin Lakes. Gold was discovered at Indin Lake by prospectors of Territories Exploration Company, Limited, in the summer and autumn of 1938 and one of these discoveries contained abundant visible gold. They became generally known in Yellowknife by about October and resulted in a rush to stake claims near Indin Lake during the winter of 1938-39. Some prospecting was done in the area in the spring and early summer of 1939, but very little during the latter part of the summer. Most prospecting during the summer of 1939 was done within an area extending 70 miles east of Yellowknife and from

Great Slave Lake to an east-west line 35 miles north of Yellowknife, and probably most activity within this area was between Desperation and Hearne Lakes. Some prospecting was done northwest of Yellowknife near Russell and Slemmon Lakes and near Snare and Emile Rivers. Most prospectors searched for gold deposits.

First important mineral production in Northwest Territories came from near Fort Norman. Oil was encountered in a well there in 1920, but steady production of oil did not start until 1932. The first metal mine entered production late in 1933 when the concentrator was started at the pitchblende-silver deposit of Eldorado Gold Mines, Limited, on the east shore of Great Bear Lake. Silver concentrates were produced near Eldorado mine by Bear Exploration and Radium Limited, between 1936 and 1939. In September 1938 first gold was produced in Northwest Territories at the Con mine on Yellowknife Bay on Grt. Slave Lake. In February 1939 first gold was produced at Negus mine, about one-half mile from Con mine. Eldorado, Con, Negus, and Rycon mines are the only producing metal mines in Northwest Territories (1939).

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GASOLINE SHORTAGE

A shortage of Gasoline in the eastern parts of the United States has been evident for some time. Rationing has been resorted to just as in Canada. Government officials estimated a daily shortage of 174,000 barrels, but in the oil fields of the west there were abundant supplies. Washington suddenly woke up to the fact that the shortage was due to transportation difficulties when J. J. Pelly, president of the Association of American Railroads told a senate committee that there were 20,000 tank cars lying idle capable of moving 200,000 barrels of oil daily. Competition in transportation facilities almost brought the American railroads to ruin in the years immediately preceding the outbreak of war, while idle freight cars and idle tanks cluttered up the freight yards. National emergencies demand efficient operation of all the services at the country's disposal and whether we like it or not, financial considerations must not block the way.

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ANOTHER WINTER ROAD IN THE PEACE

A winter road to connect the B.C. Peace River Block with the railhead at Hines Creek is shortly to be constructed by the Dept. of Highways. The Alberta end of the road will connect up with a similar road now being constructed by the B. C. Government. This road will give a numerous settlement definite road communication with the railhead during the winter months. Winter roads are a new type of road construction which fully answer traffic requirements during the winter months when much hauling of grain and other supplies occurs. They are exceptionally cheap to build and service.

PRIORITY AS REGARDS MINING EQUIPMENT

There is every danger that the mining industry can and may be held up by having to face a shortage of machinery, replacements and supplies due to the present war effort. Growing concern is being expressed by many mine operators in the United States

as to difficulties in obtaining necessities for continuous operation. Manufacture of war material is mostly dependent upon there being a full and ample supply of raw materials and tools to extract the same. Any difficulty mine operators experience as regards this must of necessity slow down the war effort. It is therefore important that mining operators should have priorities as regards mining equipment for the operation of their mines.

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EXPRESS CONFIDENCE

At the Annual Meeting of Edmonton Athabasca Gold Mines Limited recently held in Edmonton, shareholders present expressed their full confidence in the manner in which the affairs of the company had been handled by the Directors, and especially passed a vote of thanks to E. H. Molstad, managing director for his personal contribution to the welfare of the Company.

It was pointed out by the Chairman, Mr. A. J. Maure, that the Directors had had considerable difficulty in financing the work done on the Company's holdings during the past year. However, the Company's holdings now consisting of the E A G Group at Goldfields, 7 cleams, and the Juca Sam Group of 8 claims, both had the necessary assessment done on them, carrying them over in one instance to June 1943 and in the other instance to February, 1943. In addition the Company holds an option on certain properties in the Yellowknife area in which the Director personally had an interest.

Every effort, stated Mr. Maure, had been made to carry on the business of the Company, notwithstanding the fact that the present war situation had affected the company's financing and monies had been loaned and are still owing to Mr. E. H. Molstad who has made personal advances for that purpose.

The Directors suggested that an assessment be made of say \$5 a shareholder, voluntary of course, in order to enable the company to register its properties and save expense of carrying them until such future time deemed advisable to continue operations. Management and office expenses, Mr. Maure stated, had been cut to the bone and due to the generosity of Mr. Molstad, the company was at practically no expense for this. Since 1936, he pointed out, the Company had expended some \$20,000, staking, recording and doing preliminary development and assessment work. A group of 72 claims at Lobstick Point, Goldfields area, had been acquired by the Company but on the advice of the Company's engineer Dr. Ryley, well known geologist, it had been deemed advisa-

ble to relinquish them. Balance sheet shows assets \$1,029,249.67 and liabilities of \$37,309.55. Accounts payable mostly loans from Directors, amount to \$1,027.02.

The company is capitalized at \$1,500,000. of which 1,000,000 shares of common stock have been issued at \$1.00 per share and 500,000 Preference shares \$1.00 par value of which 3 have been issued. The offices of the Company are now at 600 Agency Bdg. Edmonton, Alberta.

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NORTHERN MINERAL PRODUCTION

Up to the end of 1939, the mineral production of the North West Territories was as follows:—In 1932, the only mineral produced was petroleum valued at \$9,251. In 1933 Radium ores amounted to \$176,300. Uranium Salts to \$71,000, Petroleum \$270,937. In 1934 Radium ores went less, namely \$112,000. Uranium Salts \$46,000, Petroleum \$181,588. 1935 saw the first silver produced to the value of \$94,921. Radium ores \$305,500. Uranium Salts \$108,200, Petroleum \$534,196. In 1936, Silver production was \$143,059. Radium ores \$405,900, Uranium Salts \$208,900, Petroleum \$785,100. In 1937 Silver produced amounted to \$60,788. Radium ores \$525,100, Uranium Salts \$271,200. Petroleum \$914,278. Gold was first produced in 1938 amounting that year to \$238,979, Silver \$245,274, no radium ores or salts were produced, Petroleum \$599,073. In 1939 Gold jumped to \$1,82,615. Silver was \$195,765. No radium or uranium salts. Petroleum was \$2,072,920. (Figures from "Mineral Industry of the North West Territories" published by the Geological Survey Dept. Ottawa.

Since 1939, Gold production has more than doubled, four mines being now in production. The radium mines, temporarily closed are being reopened in 1942, and petroleum output will no doubt be largely increased owing to added northern demand.

THE HIGHWAY REPORT

After many years of so called enquiry, it is announced that the Canadian Alaskan Highway Commission has at last filed its report, and no doubt, the same will be received by our U.S. friends as being conclusive proof that Ottawa is "interested" in the Alaska Highway. However, notwithstanding recent assurances to the Highway delegation visiting Ottawa, that the Prairie Route would be considered before any decision was made the report does not even mention the fact that it is easier to build roads

across the Prairies, make use of present roads already built, and pay less for the construction of the same, than to locate and build the same across the mountain tops of British Columbia. Is it not time to cut out the "balony" being handed out to the public concerning this most desirable war defence measure? According to "Total War and Defence" an organization which, with headquarters in Regina, seems to know what it is talking about the Alaska Highway is a most necessary part of the defence of Canada and the United States. Perhaps we shall find that out should by any unfortunate series of war incidents, the Huns reach the Behring Strait sea coast of Siberia.

MINERAL INDUSTRY OF N.W.T.

Memoir 230, published by the Department of Mines and Resources, Ottawa and entitled the "Mineral Industry of the North West Territories" is a most interesting publication to all interested in northern mining development. It deals with the northern mining industry up to the end of 1939. It contains many reports on mining properties in the Yellowknife district and other information of an official nature. Copies can be obtained by writing the Geological Branch, Ottawa, Ont. Price is 50 cents a copy.

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CREDIT HOUSE BONUS AND THE CONSUMER

A point of advantage very much stressed as regards the beneficial operation of the Treasury Branch Banks of the Provincial Government is the 5% bonus "paid" to the people purchasing Alberta made goods.

It would be interesting to get particulars, if the Provincial Government has any record of the same, as to whom this bonus has been paid.

It is suggested, by some circles, that the chief beneficiaries of the 5% bonus paid are Hide and Fur companies, wholesalers, dairy and other produce distributors, etc., and not the producer or the consumer as has been emphasized so often in Treasury Branch literature.

It therefore appears, on the face of it, that instead of the consumer or the actual producer benefiting by the "bonus" paid, the taxpayer loss of \$720,000 includes the "bonus".

To encourage Alberta made goods purchase by the consumer is a laudable effort any government can make, but if, in doing so, it is necessary to bonus the distributors at the expense of the taxpayer, it is about time the

whole question of how to encourage "Buy in Alberta" was overhauled.

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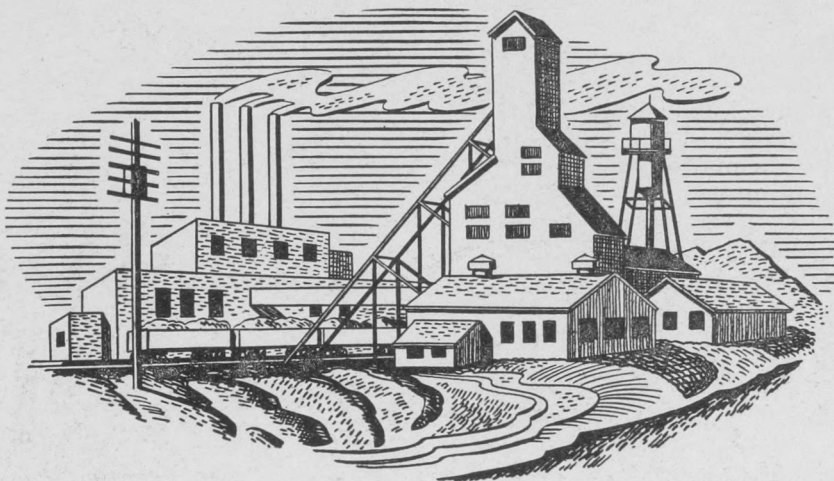
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